

RECOGNITION OF PUBLIC SERVICE OF DR. THOMAS LARSON

HON. BUD SHUSTER

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 23, 1997

Mr. SHUSTER. Mr. Speaker, I rise to thank Dr. Thomas Larson for the vital contributions he has made to our Nation's transportation policy, most recently in the field of rail passenger transportation. Dr. Larson has had a long and distinguished career in transportation policy, including outstanding performance as the Secretary of Transportation of the Commonwealth of Pennsylvania, and as administrator of the Federal Highway Administration under President Bush. In these earlier positions, Dr. Larson demonstrated broad expertise, an impressive ability to bring together people and organizations with different views, and a tireless dedication to achieving a sound, balanced, and steady national transportation policy.

Earlier this year, knowing of Dr. Larson's outstanding credentials and record, I asked him to be the coordinator who would head the all-volunteer Inter-City Rail Working Group established by the Transportation and Infrastructure Committee to recommend policies to address the current critical situation and near-bankruptcy of Amtrak.

As he always does, Tom approached this task with boundless zeal and determination. Like the other working group members, Tom served without any compensation and traveled to all working group meetings at his own expense. He met with the other 12 members of the working group, who represented both political parties and a wide range of transportation expertise—finance, rail operations, passenger service, labor relations, and more. Getting these people from various parts of the country together for discussions and deliberations was no easy task in itself. But Tom also managed to guide the discussions so effectively that the working group was able to coalesce around a single package of policy recommendations on an 11 to 2 vote. I consider this an outstanding accomplishment, but for Tom Larson, it is par for the course.

Tom has continued to assist the Transportation and Infrastructure Committee as we work to forge new legislation not only to reform inter-city rail passenger service, but also to fashion the bill that will reauthorize the many surface transportation programs under the Intermodal Surface Transportation Efficiency Act [ISTEA]. His counsel has been especially valuable, since Tom was the Federal Highway Administrator at the time Congress wrote the book in the original 1991 ISTEA legislation.

In conclusion, Mr. Speaker, I want to convey my heartfelt thanks and those of my colleagues on the Transportation and Infrastructure Committee to Dr. Tom Larson for his wise and valuable counsel and assistance. We do not yet know whether inter-city rail passenger service can be successfully reformed without the chaos of an Amtrak bankruptcy, but Tom and his colleagues have given us a much better framework for approaching this task as a result of their selfless public service. I can think of no better model or epitome of true public service than the career of Dr. Tom Larson.

CALLING FOR UNITED STATES INITIATIVE SEEKING JUST AND PEACEFUL RESOLUTION OF SITUATION ON CYPRUS

SPEECH OF

HON. JANE HARMAN

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 22, 1997

Ms. HARMAN. Mr. Speaker, I rise today in support of Concurrent Resolution 81, calling for a just and peaceful resolution of the situation in Cyprus. The division of Cyprus and the emotional and physical suffering it has brought to island inhabitants and their families has gone on far too long. It is time to renew efforts to bring peace to this troubled part of the world.

Mr. Speaker, I see three positive signs on the horizon which, if supported and nourished, offer hope for a settlement of the conflict in Cyprus.

First, the United Nations is hosting a new set of talks between Cypriot President Clerides and Turkish Cypriot leader Denktash. Although similar negotiations have been brokered with little effect in the past, open channels of communication are indispensable—they cannot be discounted.

Second, Cyprus is preparing to enter into negotiations with the European Union in 1998 to gain membership into the EU. The prospect of EU membership offers increased prosperity for all, and may provide an added incentive for all sides to resolve their differences.

Third, there is again high-level United States engagement in the issue, with the appointment by the President of Richard Holbrooke as Special Presidential Envoy to Cyprus.

Mr. Speaker, I believe these three developments provide renewed momentum toward resolving this difficult problem, with its potential for increasing tensions in an area of strategic interest to the United States.

The expressed support of the U.S. Congress for a peaceful resolution is important and I join in support of House Concurrent Resolution 81.

INCREASED HIGHWAY FATALITIES DUE TO FASTER SPEED LIMITS

HON. NICK J. RAHALL II

OF WEST VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 23, 1997

Mr. RAHALL. Mr. Speaker, just last week, in the July 14, 1997, issue of USA Today an article entitled "Fewer Dying Despite Faster Speed Limits" reported that a decrease in the number of highway fatalities is a direct result of increased speed limits. On the contrary, the National Highway Traffic Safety Administration claims that highway fatalities are in fact up overall from 1996, leading us once again to the conclusion that speed and safety don't mix.

In 1987, when we allowed States to raise rural interstate highway speed limits to 65 mph, a 15–20 percent increase in deaths on interstate highways resulted, amounting to an increase of 500 deaths per year. Now, after the States were allowed, at their option, to raise speed limits in 1995, we see once again

the result of high speed limits. Every time we raise the speed limit more people die. It's as simple as that.

In 1995, when Congress considered legislation to repeal the national speed limit, I led the charge to maintain what was then current law set in place in 1974. I did so because, as a result of that law, the very first year after its enactment highway deaths dropped by over 9,000.

At the time, I said that the repeal of the national minimum speed limit would turn our highways into killing fields. Some proponents of the National Highway System Designation Act of 1995, however, used States' rights as an issue in passing this bill. They claimed we should let the States decide what their own speed limits should be. I'll say now what I said then, this is not a States' rights issue, it is a human rights issue. People are dying out there and we have the opportunity to do something about it. After all, the Federal Government financed 90 percent of the cost to construct the Interstate Highway System. The Federal Government, therefore, has a vested interest in the protection and safety of those roads.

Yet, the National Highway System Designation Act of 1995 gave the States the power to set their own speed limits. It repealed the Federal standard. In many cases States raised their speed limits. Many by 10 mph, others by 15–20 miles per hour, and in extreme cases such as Montana, simply abolished them during daytime hours. The numbers don't lie. These increased speed limits have led to more deaths on America's highways.

For example in California on roads where speed limits were increased to 70 or 75 miles per hour there has been a 12 percent increase in fatalities. On roads where there was a increase to 65 miles per hour there has been a 22 percent increase in fatalities. However, sometimes the numbers can be misleading. In California they have a reduction in traffic fatalities. However, on roads where the speed limit was increased, they saw an alarming rise in the number of traffic fatalities. The reason for the overall reduction in deaths is the result of a 8 percent reduction in death on roads that remained at the 55 miles per hour speed limit.

These are the facts. On roads where the speed limit is increased, more people die. On roads where the speed limit remained 55 miles per hour, there was a reduction in traffic fatalities. It's simple, it's there in black and white. Let's make our roads safe again and demand a uniform national speed limit of 55 miles per hour.

IN HONOR OF LOUIS L. FERFOLIA

HON. DENNIS J. KUCINICH

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 23, 1997

Mr. KUCINICH. Mr. Speaker, I rise to honor the memory of Louis L. Ferfolia, an accomplished businessman, as well as a devoted husband. This year marked the 70th anniversary of the founding of his Ferfolia funeral homes and of the marriage to his wife.

Mr. Ferfolia was born in Cleveland, where he experimented in many fields of business before entering the funeral home business. After graduating from the College of Mortuary

Science in 1927, he established his first funeral home on E. 81st Street. He and his family have also operated another funeral home in Sagamore Hills Township for the past 3 years.

Mr. Ferfolia was a member in a number of different organizations. He belonged to the Cuyahoga, OH, and national funeral directors and embalmers associations. For over 30 years he was president of the Woodland Hills Businessmen Association. Mr. Ferfolia also belonged to the Catholic Order of Foresters, West Side Slovenian Home, Newburgh-Maple Heights Pensioners, St. Monica Catholic Church, St. Monica Golden Agers, and the Martineer's Club. He was a supporter to many men's and women's bowling teams.

Mr. Ferfolia was also a member of several Slovenian fraternal organizations including KSKJ, SNPJ, and AMLA. In 1980, he was honored as Maple Heights Slovenian Home Man of the Year. Mr. Ferfolia and his wife, Theresa, were active travelers. Trips were taken to the Amazon River, Europe, and to Florida.

Along with his wife, Mr. Ferfolia is survived by his son, Donald of Maple Heights; his sister; 4 grandchildren; and 16 great-grandchildren. He will be missed by his family and by all who had the pleasure of knowing him.

THIRD ANNIVERSARY OF THE BOMBING OF THE JEWISH CENTER IN ARGENTINA

HON. TOM LANTOS

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 23, 1997

Mr. LANTOS. Mr. Speaker, last week marked the third anniversary of the most brutal terrorist attack in the Western Hemisphere. Eighty-six people were killed and over 300 injured when a terrorist bomb ripped through the Jewish Social Service Center in Buenos Aires, Argentina, on July 18, 1994. The building which was destroyed in that bombing houses social services and other agencies for the Jewish community of Argentina.

To this day, Mr. Speaker, the perpetrators of this despicable and cowardly act of violence have gone unpunished. I am deeply concerned at the inability of the Argentine Government thus far to bring a successful conclusion to this investigation. The families of the victims of that horrendous crime still await the final information about those who committed this crime, and all law-abiding citizens everywhere await justice for the victims and appropriate punishment for those murderers who carried out this dastardly act. It is essential that these outlaws be apprehended and punished.

For 3 years, the people of Argentina and citizens throughout the world have been waiting for justice in this horrendous bombing. But this is not the only unresolved terrorist crime in Argentina. In addition to the 1994 Jewish Social Service Center bombing, the 1992 bombing of the Israeli Embassy also in Buenos Aires, Argentina, also remain unsolved. Swift and certain justice is the only effective way to deal with terrorists. If we do not bring this matter to a close, we fail families and survivors of those who lost their lives and those who have been maimed and injured in these bombings. This only encourages terrorists.

It is essential that the international community work together to confront terrorism and to ensure that terrorists understand that we will not be swayed by such ruthless and underhanded tactics. It is the responsibility of all of us living under the threat to terrorism to keep up the pressure to see this issue solved. In memory of those victims of 3 years ago, I urge the Government of Argentina renew its efforts to bring those responsible for this most horrendous crime to justice.

GROWTH IN MANAGED CARE MAY BE RESPONSIBLE FOR DECLINE IN MEDICARE RESEARCH

HON. FORTNEY PETE STARK

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 23, 1997

Mr. STARK. Mr. Speaker, in recent months, the future of graduate medical education [GME] has been one of the most frequently discussed topics, both by this Congress and the interested public. While the budget reconciliation bills currently underway in the Congress make some changes in GME, the key long-term problems are not being addressed, and time is running out for our Nation's premier academic teaching and research institutions.

Health care in 1997 is far different than it was in 1965 when Medicare was established. The environment and methods for training the next generation of physicians and other health care providers has changed, but the way we fund that training has not kept pace. The evolution of managed care has had a definite impact on our medical schools and our academic health centers. Governmental support in the form of Medicare has been sufficient in the past, but similar guarantees no longer exist. Now is the time to consider revolutionary changes in graduate medical education. The establishment of an all-payer trust fund, supported by the Government, as well as by all users of health care, is a reasonable option to consider. If we don't begin to rethink and change the way in which we currently fund graduate medical education, the quality and stability of health care in America may be the price we pay.

The most recent edition of "The Journal of the American Medical Association" [JAMA] includes an alarming study that may represent the direction we are heading if we continue to treat graduate medical education the same way it has always been treated. The study focuses on the decreasing levels of research being conducted in academic medical centers. The authors found that, "Anecdotal evidence suggests that managed care has the potential to affect research conducted in academic medical centers by challenging clinical revenues." Their findings provide evidence of the existence of an inverse relationship between growth in awards by the National Institutes of Health [NIH] and managed care penetration among U.S. medical schools. They found that medical schools in markets with high-managed care penetration had slower growth in dollar amounts and numbers of NIH awards compared to schools in markets with low- or medium-managed care penetration.

If managed care has the potential to affect research levels in a negative manner, then we

must find a way to provide for alternative funding mechanisms to continue research in our medical schools and academic health centers. An all-payer trust fund could help support vital and necessary research activities in appropriate settings.

The authors state:

Managed care plans often select physicians and hospitals on the basis of cost. As managed care entities negotiate discounted fees with the faculty practice plans and teaching hospitals that support medical schools, the ability of medical schools to maintain their research base may be jeopardized.

It is a known fact that medical schools in the United States rely heavily on clinical revenues generated by their faculty. These revenues help support a wide variety of medical school functions, including the core academic programs, undergraduate and graduate medical education, and biomedical research. According to the study in JAMA, this clinical support was estimated to total \$2.4 billion in 1993. Of this, approximately \$816 million or \$0.10 of every faculty practice plan dollar collected was used to finance research. If the emergence and growth of managed care has had a demonstrable impact, as suggested by the article, then we must explore other avenues to ensure that valuable research activities are not sacrificed in the process.

Establishing an all-payer trust fund would better ensure that all components of medical education receive adequate support. For years, Medicare has been the single best source of reliable funding for teaching and research hospitals, but the available funds are already shrinking in relative terms as we struggle to maintain solvency of the Medicare trust fund while preparing for the aging of the baby boom population. An all-payer trust fund would help alleviate some of the current drain on Medicare through GME while concurrently increasing the total amount of funds available to qualified institutions. A trust fund would rely on support from a broader patient population than exists today. It would require fair and equal contributions from all those who benefit from care provided by physicians and health care professionals trained in the world's most advanced and well-respected institutions.

The idea has been discussed previously. Research today. What about tomorrow? What activities will be sacrificed next because of insufficient funds in the world of health care? If we continue to delay, we may discover the hard way what the answer to that question is. That's one risk I don't intend to take. The time for support is now. The report of a decline in research activities should be a call to action.

A TRIBUTE TO THE LATE HON. HAMILTON FISH

HON. BENJAMIN A. GILMAN

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 23, 1997

Mr. GILMAN. Mr. Speaker, 1 year ago today marked the passing of one of our outstanding Members of Congress.

Congressman Ham Fish was part of a disappearing breed—an individual dedicated to public service for no purpose other than helping others. Ham was devoted to creating a better nation for all of us.